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DE 198 12 288 C 1

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gegenseitige Druckschriften:**  
DE 1 96 35 734 A1  
DE 43 27 383 A1

② **Hohlprofil mit Innenausbildung und Verfahren zur Herstellung dieses Hohlprofils**

Bei Hohlprofilen mit Innenausbildung, insbesondere zur Verwendung bei Automobilbodenplatten, und ein Karosserieteileinsatz aus einem flüssigkeitsgefüllten und ohne Gussförderung und ohne Gussdruckzonenvergrößerung eine Hohlprofilwand erreicht werden. Hierzu ist ein feste Karosserieteileinsatz mit einem siebweichen Material beschichtet und ein Abdruckmodell unter Bildung einer durch den Bauschweifgang des siebweichen Materials ausführbaren Hohlraume angepasst, wobei die Größe des Hohlraums durch die Anordnung von Abstandselementen je nach Anwendungsfeld vorgegeben ist. Das feste Karosserieteileinsatz ist aus einem geschäumten oder ungehäumten metallischen Werkstoff oder aus einem mit Metallfasern, Karbonfasern oder Glasfasern verstärkten symmetrischen Werkstoff gebildet.

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Baubeschreibung

Die Erfindung betrifft ein Holzprofil mit Innenvorsteifung, insbesondere zur Verstärkung bei Aussteifungsbauwerken.

Im Mindestmaß und auch hauptsächlich im Aussteifungsmaß gewinnt und vorgefertigte Holzprofile zweckmäßig steigender verschwindet, für die sich hieraufhin stellenden Holzprofile lassen sich unterschiedliche Weitwinkelmaße und Steigungswinkel von mindestens, bis zu den Steigungswinkel entsprechend vorgegebener für die Weitwinkelmaße nichts weiß. Eine Verteilung der Spannkräfte gleich kommt hierdurch bei Spannholzprofilen zu einer Verstärkung der inneren oder äußeren Abstütze, und eine Erhöhung der Weitwinkel zu einem nicht gewünschten Mehrgewicht. Für eine Verteilung von Weitwinkelmaßen bleibt nunmehr die Möglichkeit, diese mit Steigungswinkel zu verbinden. Bei Holzprofilen, die während einer Klimaveränderung erhalten sollen, sind Steigungswinkel jedoch ungeeignet, wenn eine gewünschte Schiebungsbreite, wie bei Aussteifungsbauwerken hilft, im Querverhältnis steigt wie, da die Klimaveränderungen, die das Klimaverhältnis verändert, in alle Richtungen der Innenvorsteifung oder nicht gewünschte Spalten führen.

Auf DE 42 27 353 A1 soll eine Verringerung der Klimaveränderlichkeit des Materials des Holzholzprofils am Beispiel des von diesem unterscheidet Raum zu erreichen. Hierbei wird u. z. eine elektrisch leitende Schicht aus einem Ofenprofil oder aus einer Folie eingesetzt, wobei diese Schicht damit einer Ansteifungsvorsteifung eines den Raum umschließenden Materials zur Anlage auf der Innenseite des Holzholzprofils vorgesehen werden. Aus dieser Schicht kann kein Hinweis darauf, zu erkennen werden, wie eine zur Aufnahme von Kraft passende Innenvorsteifung bei Holzprofilen erreichbar ist.

Das Aussteifungsmaß von Holzprofilen zur Verstärkung der

die Beschichtung das mit dem nicht-trockenen Material verdecktes Faser-Kunststoffteile einzüglich gehalten als die Innenvorsteifung für die Klimaveränderung im Dreieckbereich. In weiterer Ausgestaltung der Erfindung wird z. z. vorgegeben im Dreieckbereich infolge der höheren Temperatur eine Erhöhung des relativierten Materials vorgesehen und durch das sich dabei bildenden Schichten der Temperatur gleichzeitig hersteller Holzprofile erhalten einen höherwertigen Aufbau und den Ausbaubereich hergestellt.

Die Aussteifungsmaßspiel der Erfindung ist in der Zeichnung dargestellt und wird nachfolgend näher beschrieben. Es folgen:

Fig. 1 eine schematische Darstellung eines Holzprofils vor der Aussteifung;

Fig. 2 wie Fig. 1, jedoch nach der Aussteifung;

Fig. 3 wie Fig. 1, jedoch mit faserigem Kunststoffteile Form einer flachen Profilfläche mit Holzholz und

Fig. 4 bis 44 Varianten von Profilen mit unterschiedlichen Material beschrieben.

Das faser Kunststoffteil 1 für mit einem elektrischen Material 2 beschichtet. Unter Stiftung eines Weitwinkelmaßes 3 ist ein Außenbereich 4 angegeben. Das Holzholz 5 wird durch das Steigungswinkel des elektrischen Materials 2 von ungefähr 30° nach Aussteifung auf 40° der Größe des Weitwinkelmaßes 3 verringert. Hierbei kann die Steigungswinkel 20° verringert. Da nach DE 42 27 353 A1 der Raum Klimaveränderungen 1 mit einem elektrischen Material 2 und einer Innenvorsteifung 3 ist, ist das Raum Klimaveränderungen 1 durch ein höherwertiges Holzprofil 6 geplädiert.

Vor dem Schleifenvorgang wird das Holzprofil 6 eines Klimaveränderungs-Raumes eingesetzt. Da die Innenvorsteifung 4 in diesem Zuge und noch frei vorgegeben ist, kann das Klimaveränderungsmaß 1 mit einer Erhöhung des Innenvorsteifung 3 gehalten. Die Beschichtung des Klimaveränderungs 1 erfolgt bei einer Temperatur die passend für die die Klimaveränderung für die aufgebaute Klimaveränderung im Dreieckbereich. Diese höhere Temperatur im Dreieckbereich, welche wir unter Reaktion des Holzholz 5 verstehen, ver-

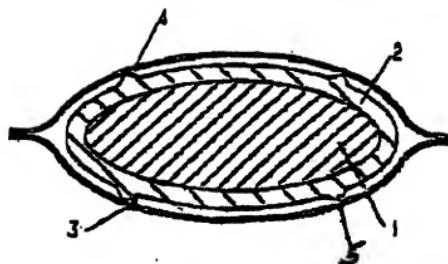


Fig. 1

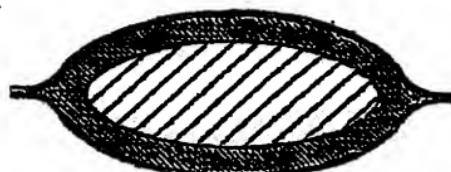


Fig. 2

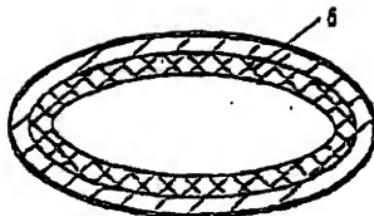


Fig. 3

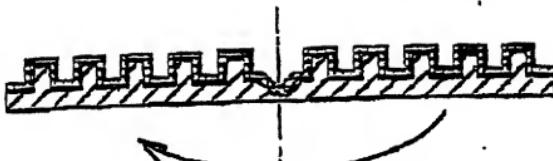


Fig. 4a

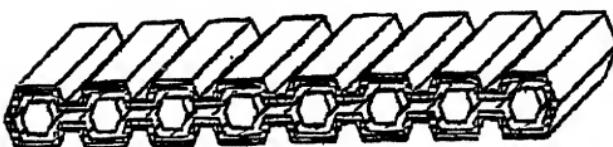


Fig. 4b

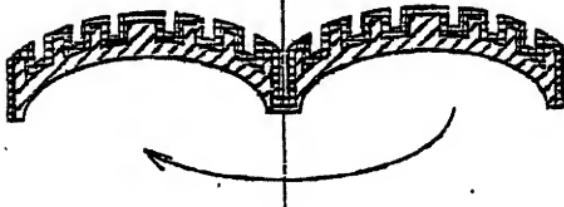


Fig. 4c

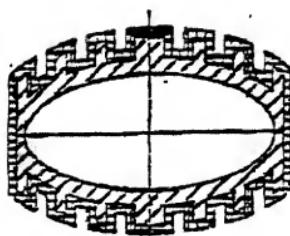


Fig. 4d

durch spannungsreduzieren, daß das feste Konservenmaterial G3 sowie Teile des dichten, ungezackten zentralen Materials G2 beschichtet ist.

2. Verfahren zur Herstellung eines Hochpolymeren mit Zersetzungsmittel, insbesondere zur Herstellung von Hochpolymeren, nachdem der Anfangsstoff 1 bis 4, jedoch gepräzisiert, dass das Hochpolymer ist unter Verwendung eines aktiveren Monomeren (2) oder Katalysator-Additivs, das zumindest eine der Komponenten des in die Herstellung des Hochpolymeren gebrachten und modifizierten des Hochpolymeren eingeschlossenen gepräzisiert wird.

6. Verfahren nach Anspruch 2, charakterisiert darin, daß die Temperatur  $\Delta T$  die Bezeichnung des optisch aktiven Isomeren  $\alpha$ -veresterten Spins, zumindestiger Gruppe ist, die die Einheitsrichtung für die Konformität im Teilstruktur.

7. Verkennen nach Anspruch 5 oder 6, d.h. dass die gezeigten  
Zeichen, die für *Timonius* typisch der *Timonius*  
Theaterstück eine Bezeichnung des Schauspielers, Menschen  
oder Charakters wären und durch das nicht selbst bestimmen  
Scheinen der entsprechend genannten Personen.  
(7) zwischen dem *Timonius* (2) und dem  
Anspruch (6) angesetzt wird.

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DE 1 96 35 734 A1

DE 42 27 393 A1

(54) Hollow section with internal stiffening and process for the production of this hollow section

(57) In hollow sections with internal stiffening, especially for use in car bodies, a corrosion inhibitor should get into all areas, and a hollow stiffness be achieved without any increase in weight and without any increase in cross-section. For this purpose a solid core material is coated with an activatable material and an outer metal sheet is arranged, forming a hollow space which can be produced by the foaming process of the activatable material, the size of the hollow space being predetermined by the arrangement of distance pieces, depending on the application. The solid core material is formed from a foamed or unfoamed metallic material or from a synthetic material reinforced with metal fibres, carbon fibres or glass fibres.

### Description

The invention relates to a hollow section with internal stiffening, especially for use in car bodies.

In mechanical engineering and especially in car manufacture, stamped and pre-formed sheet metal profiles are welded together in two sheets. For the hollow sections thus produced, adequate section moduli and bending strength can only be achieved by correspondingly increasing the sheet metal cross-sections or increasing the sheet metal wall thickness. Increasing the cross-sections, especially in the case of motor vehicles, leads to a change in the internal or outer dimensions, and an increase in wall thickness to an undesired weight increase. For stiffening of the hollow sections, there is also the possibility of reinforcing these with ribbed profiles. However, in the case of hollow sections which are to be internally treated against corrosion, ribbed profiles are unsuitable, if a desired protective coating, which is usual in car bodies, is produced by immersion, as the ribbed profiles prevent the corrosion-inhibitor from getting into all areas of the inner profile, or form undesired pockets.

According to DE 42 27 393 A1, a reduction in the hollow space metal's susceptibility to corrosion is achieved within the area of this enclosed space. For this purpose an electrically conductive layer of a sacrificial metal or a foil is applied, this layer being applied via a foaming process of a material enveloping the core, to form a coating on the inner surface of the hollow body. There is no indication in this document of how internal stiffening of hollow bodies suitable for the absorption of forces can be achieved.

The foaming of hollow parts to improve mechanical resistance to deformation is known from DE 196 35 734 A1. It is predominantly a question of seamless or welded tubes which can be shaped as necessary. Special measures to reduce susceptibility to corrosion are not indicated.

The object of the invention is to form a hollow section in such a way that a corrosion inhibitor can get into all areas and a high degree of rigidity can be achieved without any essential increase in weight and without any increase in cross-section.

According to the invention this object is achieved by means of a hollow section with internal stiffening, especially for use in car bodies, in which a core material is coated with activatable material and an outer metal sheet is arranged forming a hollow space, the size of the hollow space being calculated in such a way that it can be completely filled by the foaming process of the activatable material, and the solid core material is formed from a foamed or unfoamed metallic material, or from a synthetic material reinforced with metal fibres, carbon fibres or glass fibres. It is possible to form the solid core material by means of

a hollow section which is resistant to bending. The solid core material is advantageously coated with the activatable material only in parts.

A process according to the invention is characterized in that the hollow section, before the foaming process of the activatable material, is immersed in a bath of corrosion inhibitor, so that the corrosion inhibitor gets into all areas of the internal profile, and the hollow section is then placed in a drying oven.

In one development of the process, the temperature for coating the core material with the activatable material is kept lower than the stoving temperature for the corrosion-inhibitor layer in the drying oven.

In a further development of the invention, in the drying oven, as a result of the higher temperature, a reaction of the activatable material is specifically triggered and the originally specifically produced hollow space between the activatable material and the outer metal sheet is filled with the foam thus formed.

One embodiment of the invention is represented in the drawing and is described in more detail below. It shows:

Fig. 1 a diagrammatic representation of a hollow section before foaming;

Fig. 2, as Fig. 1, but after the foaming;

Fig. 3, as Fig. 1, but with solid core material in the form of a solid profile body with hollow space and

Fig. 4a to 4d, variants with profiles coated with foamable material.

The solid core material 1 is coated with an activatable material 2. Forming a hollow space 3, an outer metal sheet 4 is arranged. The hollow space 3 is completely filled by the foaming process of the activatable material 2. Depending on the application, the size of the hollow space 3 is predetermined. For this purpose, distance pieces 5 are used, which are arranged according to Fig. 1 on the inside of the outer metal sheet 4. According to Fig. 3 the solid core material 1 is formed by a hollow section 6 which is resistant to bending.

Before the foaming process the hollow section 6 is immersed in a bath of corrosion inhibitor. As the inside of the outer metal sheet 4 is still freely accessible in this condition, the corrosion inhibitor can get into all areas of the inner profile. The coating of the core material 1 is carried out at a temperature which is lower than the stoving temperature for the applied corrosion-inhibitor layer in the drying oven. This higher temperature in the drying oven leads to a reaction of the coating material, triggering the foaming process and the hollow space 3, which has been specifically formed, is filled with foam.

List of reference designations

- 1 Core material
- 2 Activatable material
- 3 Hollow space
- 4 Outer metal sheet
- 5 Distance pieces
- 6 Hollow section

Patent claims

1. Hollow section with internal stiffening, especially for use in car bodies, in which a core material (1) is coated with activatable material (2) and, forming a hollow space (3) an outer metal sheet (4) is arranged, the size of the hollow space being calculated so that it can be completely filled by the foaming process of the activatable material, and the solid core material (1) is formed from a foamed or unfoamed metallic material, or a synthetic material reinforced with metal fibres, carbon fibres or glass fibres.
2. Hollow section according to Claim 1, characterized in that the solid core material (1) is formed by a hollow section (6).
3. Hollow section according to Claim 2, characterized in that the hollow section (6) is formed resistant to bending.
4. Hollow section according to one of Claims 1 to 3, characterized in that the solid core material (1) is coated with the activatable material (2) only in parts.
5. Process for production of a hollow section with internal stiffening, especially for use in car bodies, according to one of Claims 1 to 4, characterized in that the hollow section, before the foaming process of the activatable material (2) is immersed in a bath of corrosion-inhibitor, so that the corrosion inhibitor gets into all areas of the inner profile and the hollow section is then placed in a drying oven.
6. Process according to Claim 5, characterized in that the temperature for coating the solid core material (1) with the activatable material (2) is kept lower than the stoving temperature for the corrosion-inhibitor layer in the drying oven.

7. Process according to Claim 5 or 6, characterized in that in the drying oven, as a result of the higher temperature, a reaction of the activatable material (2) is triggered and the originally specifically formed hollow space (3) between the activatable material (2) and the outer metal sheet (4) is filled by the foam thus formed,

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accompanying by 2 pages of drawings

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(81) Addition to: 198 12 288.8

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(58) Publications taken into consideration for  
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DE 196 35 734 A1  
DE 42 27 393 A1

(54) Hollow section with internal stiffening

(57) In a hollow section with internal stiffening, e.g. for use in car bodies, a core material is coated with an activatable material and an outer metal sheet is arranged, forming a hollow space. The hollow space is completely filled by the foaming process of the activatable material. The core material and the outer material serving used for coating are formed from a stiffening and/or energy-absorbing foam system and/or an acoustic foam.

BUNDESDRUCKEREI 11.99 902 163/258/7A 12  
DE 198 56 255 C 1

Description

The invention relates to a hollow section with internal stiffening, especially for use in car bodies, in which a core material is coated with an activatable material and an outer metal sheet is arranged forming a hollow space, the size of the hollow space being calculated so that it can be completely filled by the foaming process of the activatable material, according to Patent DE 198 12 288 C 1.

The hollow section according to the basic patent has already proved successful in practice. An even better degree of efficiency can be achieved if, according to the invention, the core material and the outer material used for coating are formed from a stiffening and/or

energy-absorbing foam system and/or an acoustic foam. In one form of the invention the core material is formed from an energy-absorbing material, and the outer material used for coating from a stiffening material and/or an acoustic foam. In a variant of the invention the core material is formed from a stiffening material, and the outer material used for coating from an energy-absorbing material and/or an acoustic foam. It is possible to form the core material from an acoustic foam and the outer material used for coating from a stiffening and/or energy-absorbing material.

#### Patent Claims

1. Hollow section with internal stiffening, especially for use in car bodies, in which a core material is coated with an activatable material and an outer metal sheet is arranged forming a hollow space, the size of the hollow space being calculated so that it can be completely filled by the foaming process of the activatable material, according to Patent 198 12 288 C1, characterized in that the core material and the outer material used for coating is formed from a stiffening and/or an energy-absorbing foam system and/or an acoustic foam.
2. Hollow section according to Claim 1, characterized in that the core material is formed from an energy-absorbing material, and the outer material used for coating from a stiffening material and/or an acoustic foam.
3. Hollow section according to Claim 1, characterized in that the core material is formed from a stiffening material, and the outer material used for coating from an energy-absorbing material and/or an acoustic foam.
4. Hollow section according to Claim 1, characterized in that the core material is formed from an acoustic foam, and the outer material used for coating from a stiffening material and/or an energy-absorbing material.

The invention relates to a process for the production of a hollow section with internal stiffening as well as a hollow section produced with inner stiffening by the process.

In mechanical engineering and especially in automobile assembly, pressed and prefabricated sheet metal sections are welded together as two skins. In the case of the hollow sections created by this it is only possible to achieve satisfactory resistance factors and rigidity when the sheet metal cross-sections are enlarged accordingly or the sheet metal wall strength is increased. Enlarging the cross-sections especially in the case of motorised vehicles leads to a change in internal or external dimensions, and an increase in the wall strength leads to an undesirable extra weight. In order to stiffen hollow sections there exists otherwise the possibility of reinforcing these with rib sections. In the case of hollow sections which are to receive anti-corrosion protection from within, rib sections are however unsuitable if a wished-for protective coating as customary for automobile coachwork is produced through an immersion process, since the ribs prevent the anti-corrosion protective medium from reaching into all areas of the inner section or else form unsought-after pockets.

From DE 42 27 393 A1 it is supposed to be possible to achieve a reduction of the susceptibility to corrosion of the metal of a hollow body in the area of this enclosed space.

For this purpose there is introduced, amongst other things, an electrically conductive coating made of a sacrificial metal or from a foil, whereby this coating is made into an application on the inner surface of the hollow body by a foam treatment process of one of the materials enveloping the core. It is not possible to gain any pointer from this document how an internal stiffening in hollow sections to absorb energy is achievable.

Foam treatment of hollow parts for improving mechanical resistance capacity against distorting effects is familiar from DE 196 35 734 A1. In such cases, it is a matter predominantly of seamless or welded tubes which may perhaps become twisted out of shape. Special measures for reducing susceptibility to corrosion are not indicated.

According to US-A-5 194 199 there occurs a foam treatment of the material and thereby the in-filling of prescribed intervening spaces through an immersion in lacquer. The unavoidable result is that the heated immersion coating material either dries on the walling and then triggers the heat reaction, and then a large part of the immersion coating material or the whole of the immersion coating material would have to be earthed, or activated foam would be sure to displace the immersion coating material, which restricts the forming of the foam because of the then necessary blow pressure, and leads to gaps in the foam and thus to a reduced transfer of the genetic energy. Furthermore there exists the danger that at least a part of the immersion coating material penetrates the foam and leads to unspecified properties in the material bonding. How the immersion coating material itself reacts (cures) remains open.

The invention has as its aim to improve the production of a hollow section with a foam-treated hollow section in such a way that the anti-corrosion protection is increased.

In accordance with the invention, this task is met by a process for producing a hollow section with internal stiffening, especially for use with car bodywork, whereby a solid core material is coated with activatable material and during the formation of a specified hollow space an external metal sheet is arranged, where the hollow space is completely filled in with a foam treatment process of the activatable material and the solid core material is formed from a foam treated or non foam treated metallic material or a substance reinforced synthetically from metal fibres, carbon fibres or glass fibres or by a hollow section, and the section is introduced into an anti-corrosion immersion bath before the foam treatment of the activatable material, and hence the anti-corrosion medium reaches into all the areas of the inner section, and subsequently the hollow section is introduced into a drying oven and in this drying oven a reaction of the activatable material is triggered and thereby the defined given hollow space between the activatable material and the outer metal sheeting is filled in. In the presentation of the process as per the invention the temperature for the coating of the solid core material provided with activatable material is kept lower than the firing temperature of the anti-corrosion coating in the drying oven.

In the case of a hollow section with internal stiffening produced by the process as per the invention, the defined given hollow space between the activatable material and the outer metal sheeting is formed by spacers arranged on to the activatable material. There remains the possibility of forming the hollow section so as to be rigid and to coat the solid core material only in some parts with the activatable material.

In the presentation of the invention the core material and the outer material serving as coating are formed from a stiffening and/or an energy absorbing foam system and/or an acoustic foam. In such a case the core material can be formed from an energy absorbing material and the external material serving as a coating from a stiffening material and/or an acoustic foam. In one variant the core material can be formed from a stiffening material and the external material serving as coating from an energy absorbing material and/or an acoustic foam. With another variant the core material is formed from acoustic foam and the external material serving as coating from a stiffening and/or energy absorbing material.

In accordance with the invention, first the anti-corrosion protective medium is placed in an immersion bath and after the superfluous material has been removed, the reaction of the foam is introduced in the drying oven to follow thereafter. During this there is no interdependence between the reaction temperature of the immersion coating and the temperature of the drying oven. Rather it is possible to select by varying the temperature and running time of the drying oven a setting whereby at first the anti-corrosion protection medium dries and then the reaction of the foam is triggered. By this means the foam can bond intensively with the already dried surface coating.

An embodiment of the invention is represented in the drawing and is described in more detail below. They show:

Fig.1 a schematic representation of a hollow section before foam treatment;

Fig.2 as fig.1, but after the foam treatment

Fig. 3 as fig.1, but with the solid core material in the form of a solid body section with a hollow space and

Figs.4a to 4d variants of sections coated with material capable of being foam treated.

The solid core material 1 is coated with an activated material 2. During formation of a hollow section 3 an external metal sheet 4 is arranged. The hollow space 3 is completely filled in by the foam treatment of the activatable material 2. According to each respective instance of application the size of the hollow space 3 is predetermined. For this purpose spacers 5 are used, which are arranged on to the inner side of the outer metal sheet 4. According to figure 3, the solid core material 1 is formed by rigid hollow section 6.

Before the foam treatment the hollow section 6 is introduced into an anti-corrosion immersion bath. As the inner side of the outer metal sheet 4 is till accessible in this state, the anti-corrosion protective medium can reach into all areas of the inner section. The coating of core material 1 occurs at a temperature that is lower than the firing temperature for the application of the anti-corrosion coating in the drying oven. This higher temperature in the drying oven leads to a reaction of the coating material whereby the foam process is triggered and the intentionally formed hollow space 3 is filled in with foam.

- Reference symbol -

**LISTING OF THE REFERENCE SYMBOLS:**

1. Core material
2. activatable material
3. hollow space
4. outer metal sheeting
5. spacers
6. hollow section

**-Patent claims-**

BAWDEN & ASSOCIATES

Patent Claims:

1. Process for the production of a hollow section with internal stiffening, especially for use with automobile bodywork, where a solid core material (1) is coated with an activatable material (2) and during the formation of a defined hollow space (3) an external metal sheet (4) is arranged, whereby the hollow space (3) is completely filled by a foam process of the activatable material (2) and the solid core material (1) is formed from a foam-treated or non-foam-treated metallic material or from a material synthetically reinforced with metallic fibre, carbon fibre or glass fibre or by a hollow section, and the section is introduced into an anti-corrosion immersion bath before the foam treatment of the activatable material (2), and hence the anti-corrosion protection medium reaches into all areas of the inner section and subsequently a reaction of the activatable material (2) is triggered in the drying oven and thus the defined given hollow space (3) between the activatable material (2) and the outer metal sheeting (4) is filled in.
2. Process according to claim 1, characterized in that the temperature for the coating of the solid core material (1) provided with activatable material (2) is kept lower than the firing temperature for the anti-corrosion coating in the drying oven.
3. Hollow section with internal stiffening, produced by the process as per claim 1 or 2, characterized in that the defined given hollow space (3) between the activatable material (2) and the outer metal sheet (4) is formed by spacers (5) arranged on to the activatable material (2).
4. Hollow profile as per claim 3, characterized in that the hollow profile (6) is constructed so as to be rigid.
5. Hollow profile as per claim 3 or 4, characterized in that the solid core material (1) is only coated in parts of its area with activatable material (2).

6. Hollow profile as per claims 3 to 5, characterized in that the core material (1) and the external material serving as the coating is formed from a stiffening and/or an energy absorbing foam system and/or an acoustic foam.
7. Hollow section as per claim 6, characterized in that the core material (1) is formed from an energy absorbing material and the external material serving as the coating from a stiffening material and/or an acoustic foam.
8. Hollow section as per claim 6, characterized in that the core material (1) is formed from a stiffening material and the outer material serving as the coating from an energy absorbing material and/or an acoustic foam.
9. Hollow section as per claim 6, characterized in that the core material (1) is formed from an acoustic foam and the outer material serving as the coating from a stiffening and/or energy absorbing material.

